



October- December 1995

Smuggler's BLUES





ditor's note

50 years later ...

Whew! This has been a busy summer for the Fourteenth District. Case after case has kept the Pacific region in the forefront of Coast Guard operations. We'll take you throughout our vast area of responsibility in this issue. We've even updated the district log to be truly representative of our entire district.

Looking back through the operational frenzy, there still was the planning for a huge presidential event hanging over us like the Sword of Damocles. Since almost everyone in the district had a part in one or another of the WWII Commemorations around the Pacific, there could have been no better climax to this busy season than the 50th Anniversary of V-J Day.

I will never forget the looks of joy and appreciation on the faces of the Coast Guard World War II vets as thousands honored their accomplishments and acknowledged their tremendous sacrifice. The whole experience was truly a thrill of a lifetime for me, and the best part of all was meeting the SPARS. I don't think even they understood the trails they were blazing for women's changing roles. These women joined the Coast Guard because they wanted excitement and felt it was the patriotic thing to do. Yet their dedication, enthusiasm and no-nonsense sense of mission pried open doors that would never quite close again.

When was the last time you sang "Semper Paratus?" The next time you hear it, think of this little anecdote. Lt. j.g. Ben Cooper, who coordinated the veteran escorts, and I were having dinner at a Waikiki restaurant with about 30 of our vets right before they were to leave Hawaii to go home. While coffee was

being served, one of the veterans rose and started singing "Semper Paratus" prompting the rest of us to stand and sing along. By the time we finished and launched into a rousing rendition of "God Bless America," there wasn't a dry eye in the house. I quickly realized that I was no longer in the midst of 70-year-old people. Singing in that restaurant was a joyous and reverent group of 20-year-olds and I was very happy to be part of it.



Ceremonial Honor Guard



W. M. Marvel
Executive Editor

The elusive dream

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On The Covers

Front: *An enforcer aboard the Jung Sheng 8 shields his face from the sun. More than 147 Chinese nationals were kept from entering the United States.* Photo by PA1 John Moss
Back: *SPAR poster circa 1940.*



Story by PA3 Chris Devine
Photos by PA1 John Moss

THE *Elusive* DREAM





PA3 Chris Devine

147 illegal migrants kept from entering America

Previous pages: *Immigration and Naturalization inspector Tony Lam instructs a Chinese national on debarking procedures while Pacific Area TACLET member Lt. j. g. Shannon Crothers looks on. TACLET member BM2 Chris Miller (left) provided security during the transfer to the Department of Defense.*

“Home at last,” thought the crew of the Coast Guard Cutter Jarvis when it returned to Honolulu, June 26 after a 68-day patrol of the Pacific. But after only four days in port, with the ship undergoing maintenance, the crew was recalled and the Jarvis went out on a new mission the night of June 30.

A C-130 airplane from Coast Guard Air Station Barbers Point had spotted and filmed a boat passing the Hawaiian Islands. The boat was similar in profile to an immigrant smuggling vessel and was steaming toward the United States. The Jarvis was sent to investigate.

Three days and 1,000 miles later, they intercepted the 160-foot Jung Sheng 8. A law enforcement detachment made up of Pacific Area Tactical Law Enforcement Team (TACLET) members and boarding team members from the Fourteenth District and local cutters boarded the vessel. Two Immigration and Naturalization Service agents and two Chinese translators accompanied the team.

The suspicions about the ship’s purpose proved to be correct. The vessel left Canton, People’s Republic of China, June 2 with 147 passengers, mostly young

males, and 12 crew members. The immigrants had paid or promised nearly \$30,000 each for passage to the United States.

The boarding team took control of the vessel and the situation quickly. “The captain and the crew were fairly cooperative when we came aboard,” said BM1 Ken Wiltshire, the first boarding team member on the Jung Sheng 8. “When we asked him, he admitted that he had about 140 migrants on board.”

“The migrants were originally down in a fish hold when we found them,” said boarding team and TACLET member MK3 Gary Tingley. “There was no air circulation and it was really dark. The boat was taking on water, and it was all collecting on the deck of that hold, so we moved them up to the space above it.” To improve air circulation and let in more light, wooden boards were removed from the sides of the compartment they were moved into.

Small fights broke out among passengers during the first few days, but boarding team members kept control and isolated the instigators.

During the evening of July 4, as many

Jarvis crew members were finishing a holiday barbecue on the fantail, many Jung Sheng 8 passengers declared a hunger strike. One migrant stated that he would rather die at sea than return to China. Several other passengers threatened to jump overboard if they were not permitted to go to the United States.

Things seemed calmer the next day, but during the night the migrants managed to jettison about 70 100-pound bags of rice in an effort to force the boats into port. It was most of their food supply.

The Jarvis sent beans, rice and frozen vegetables to the migrant vessel to replace the lost food. As boarding team members kept a closer watch on the food and on migrants attempting to jump overboard, the hunger strike ended and relative peace returned.

But one thing caused the migrants, and the crew of the Jarvis, concern. The vessels, having no destination, were circling in mid-ocean. There was still no decision from the Department of State about where to take the migrants.

After two days, the Jarvis and the Jung Sheng 8 began steaming slowly toward Hawaii. On July 7, the Jarvis took the other vessel in tow and transferred

Left: The cutter Jarvis escorts the Jung Sheng 8 to Wake Island.

Right: The Chinese nationals aboard the Jung Sheng 8 stayed in an open area below deck. They were originally found in a fish hold in a lower portion of the ship.

What would make you leave home on a terror-filled journey across the ocean?

By PA1 John Moss

Would you subject yourself to intense physical and mental abuse for the chance of finding a better life in a country you know little about? The migrants on board the Jung Sheng 8 did, and their story is not unusual.

According to the Immigration and Naturalization Service, many of these people agree to pay up to \$30,000 to get to the United States.

"Material wealth, I think, appeals to many of these people," said Jack Shaw, INS



10,000 gallons of fuel to it in anticipation of a long trip.

Meanwhile, the Coast Guard Cutter Midgett arrived in Honolulu on July 6 to refuel and resupply, then headed out to relieve the Jarvis and escort the smuggling vessel to whatever destination the government would arrange.

The Midgett arrived on-scene July 9, sending the Jarvis to Honolulu with less than two days to prepare for a July 13 change of command.

Boarding team members from the Midgett augmented the force of TACLET and Fourteenth District personnel. As time progressed, the Midgett boarding team gradually exercised tighter control of the situation as they waited for direction from Washington on where to take the migrants.

The word finally came July 18. The migrants would get off the Jung Sheng 8 at Wake Island, a small atoll about 2,300 miles west of Hawaii.

The commander of Pacific-area military operations immedi-

ately launched Joint Task Force Prompt Return. Army, Navy, Marine Corps and Air Force personnel flew to Wake to set up security and logistics support for the 147 migrants. The transfer took place July 29 without complication. A World War II-era landing craft ferried the migrants in groups of 10 to 15 from the Jung Sheng 8 to a security screening area on Wake Island. The people from the Jung Sheng 8 were separated into four distinct groups: enforcers, crew members, those from the Changle District and those from the Lianjiang District. The two districts were separated because of rivalries and fighting between the two.

The State Department chartered a flight to take the migrants back to China. All the people from the Jung Sheng 8, including the enforcers, arrived in their home country Aug. 7. The Taiwanese captain and one crew member were returned to Taiwan. 🇺🇸

assistant commissioner of investigations. "And the message has been used by the Snakeheads. They've seduced people into the idea that once you get to the United States it's the land of milk and honey."

INS interviews with the Jung Sheng 8 passengers showed these organized crime figures, or "Snakeheads," rounded up the Jung Sheng 8 migrants from their homes in the Changle and Lianjiang districts in the (Fujian Province) and took them to a hideout in the mountains. They were placed in grass huts under armed guard and robbed of all their money. After three nights, they were handcuffed and marched down the mountainside in

**They've
seduced people
into the idea that
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States it's the
land of milk
and honey.**

single file under the cover of darkness.

They were put on buses and taken to a harbor. From there they boarded smaller boats that took them to the Jung Sheng 8. All the while, they were threatened to be shot if they attempted to escape.

They were thrown into the rusted-out fish hold of the Jung Sheng 8. For the next two months, they lived in their own raw sewage without light or ventilation with temperatures reaching more than 100 degrees.

Cliques and rivalries devel-

*Coast Guard
members keep a close
eye on the enforcers.
Fire hoses and other
restraining methods
were used when the
enforcers became
violent.*




oped between the two districts. The Snakeheads recruited enforcers from the Lianjiang District, which was the larger of the two groups, and encouraged them to abuse the other passengers. The enforcers pulled people out of the fish hold and held them down while others beat them. Some were forced to drink sea water and others were forced to perform sexual acts. The enforcer's stated objective was to extort anything of value from the migrants sometimes obligating them to debts impossible to repay.

A few days into the trip an enforcer came up with the idea of making the migrants sign IOUs for phony gambling debts. Their fingers were cut and their bloody fingerprints pressed onto the receipt.

According to the INS, these types of atrocities don't stop when the illegal migrants reach the United States.

"The enforcers very often will kidnap those who have been smuggled into the United States," said Bruce Nicholl, national coordinator for the INS violent gang task force. "They hold them for ransom and torture them. They've been burned with cigarettes. They've been beaten with metal pipes, all in an effort to extort further and further amounts of money out of them, their families ... even their families in China."

The Snakeheads' objective is to get the migrants into the United States and place them into forced labor — unless the Coast Guard or other law enforcement agencies interrupt their plans.

The Jung Sheng 8 was stopped and its occupants returned to China. However, the INS estimates that many more people get through. The Coast Guard keeps a ready posture to intercept illegal attempts to enter the country. It's just one of its many maritime law enforcement missions. 



Enforcers made the migrants drink sea water and suffer other inhumane conditions including stifling heat reaching more than 100 degrees.

East meets West

Historic patrol brings former enemies together against a common foe

“I just kept having to ask myself, why did we hate these people?” said DC2 Greg Ackley after he and the rest of the crew of the Coast Guard Cutter Rush left Petropavlovsk-Kamchatsky, Russia, June 15 after a three-and-a-half-day visit.

The crew of the Rush experienced Russian hospitality after conducting a patrol with the Kedrov, a 405-foot frigate of the Russian Border Guard. It was the first time the two nations conducted a joint high-seas drift net patrol, and

demonstrated the increasingly warm relations between two former adversaries.

An international treaty signed in 1990 made using large-scale drift nets illegal after 1992. Fish stocks in much of the Pacific had become dangerously low because of the practice, according to Rush executive officer, Cmdr. Ken Carpentier. Sometimes the drift nets broke loose, but would continue to drift, killing millions of fish, he said.

“So all of the countries that signed the treaty have been conducting patrols on their own — the People’s Republic of China, Canada, Russia, but this is the first time that two of the signatories to the treaty have patrolled together,” he said.

A representative from China’s fisheries service was also on board the Rush, and would have accompanied the Coast Guard on any boardings of Chinese fishing vessels, Carpentier said.

Neither ship found any vessels to board during the patrol, which Carpentier took to be a good sign, since it probably means fishermen are now reluctant to use drift nets.

The Border Guard invited the Rush to visit the Kedrov’s home port of Petropavlovsk, near the tip of the Kamchatka Peninsula, since the patrol would take the two ships near Russia.

The morning of June 12, Kedrov and Rush arrived at the city. Almost from the moment that land was visible, the clouds that had almost constantly dogged the Rush’s journey across the Pacific broke. The sun revealed high, snow-covered volcanoes and lush



Ensign Patricia Mitrowski enjoys some Russian hospitality, receiving a set of shoulder boards from a Russian officer during a reception aboard the Dzerzhinsky.

**Story and photos
by PA3 Chris Devine**



Lt. Edward Porkhayer, a Russian officer, boards the Rush during a crew exchange shortly after the ships met at sea.

greenery surrounding the bleak grayness of a Soviet-built city. The two ships parted company, and the Rush moored next to another Russian Border Guard ship, the Dzerzhinsky.

That afternoon, local school teachers who had scored best on an English test served as tour guides for interested crew members. They showed the crew around the town on foot and aboard a free public bus. The guides explained that June 12 is a national holiday similar to Independence Day in the United States, but because of a recent devastating earthquake on nearby Sakhalin Island (less than a week before), there were no celebrations and most businesses were closed.

For the rest of the visit, the crew of the Rush explored the town, and chief petty officers and officers from the Rush and the Dzerzhinsky attended receptions on both ships.

Of the people in Petropavlovsk, SN Nicole Oakes said, "They were really nice people. I expected them to be mean. They were a little leery at first, but they opened

up a lot, especially once we started giving tours of the Rush," which happened on the second day. "There still seemed to be some animosity from the older people," she added, but she found that even they were generally friendly. "They just didn't know what we're like."

Rush commanding officer Capt. Roderick Schultz told the crew shortly before the Rush entered port, "I think Russians and Americans

have a natural affinity for one another; anything that happened in the past was just political."

"They are a very proud people," Ackley said. "You had to be careful anytime you said anything comparing America to Russia, because they were very self-conscious."

Ackley noticed something else that surprised him. He found that, "even though they have fewer toys than we do, they're no more bored than we are. Americans get so that nothing ever satisfies them, no matter how many things they give themselves to do."

"It was nice to see people who can live without those things," said Army Spc. Christopher Breest, a reservist from Hawaii and one of the translators brought on the trip.

Oakes agreed. "They seemed to like getting out and walking around. There were always families in the park, or out for a walk together. They do a lot of the things Americans used to do, but don't anymore."

Language was a constant barrier. The Russians who spoke English knew only more formal European English, and were often confused by American slang and accents. Few crew members on the Rush spoke Russian, so translators were brought on the patrol for that purpose. They spent much of their time giving tours of the Rush or translating at official functions, but they also ended up translating for fellow crew members when they were out on the town.

"I actually spent most of the time in Russia translating for other people who wanted to trade things," said Breest. The Rush crew could usually make themselves understood with simple English and Russian words and a lot of miming and gesturing, but it wasn't easy, Breest said.

The official receptions had the same language difficulties, since usually only two translators were in attendance, but again, most people managed to make themselves understood.

The receptions differed greatly on each ship. On the Dzerzhinsky, lavish spreads of food and traditional vodka toasts set a more festive tone, while the receptions on the Rush had more military formality.

Trading of uniform items and souvenirs was common on both ships, and was nearly constant during the stay in Petropavlovsk. Coast Guard uniform items and cigarette lighters seemed to be most popular with the Russians. Americans seemed to seek out Russian uniforms and coins most.

Hordes of children would often flock around the Americans, shouting, "Change! Change!" and

"They were really nice people. I expected them to be mean ... they opened up a lot, especially once we started giving tours of the Rush."

— Seaman Nicole Oakes, CGC Rush



The Kedrov

hold out buttons, pins, and Russian coins. They were seeking American coins in exchange, and would grab the coins out of people's hands as soon as they came into view.

"Some people got really carried away," noted third-class cadet Dan Warren, one of 19 from the Coast Guard Academy who

spent much of their summer on the Rush. "There were some things that I wanted, and I traded for them, but some people traded away most of their uniforms."

The crews of the Rush and Dzerzhinsky had a picnic at a nearby hot springs June 14.

During the drive, the buses passed small villages of dachas, Russian vacation cottages, strewn among the volcanoes across the countryside. The Americans, playing tourists, asked the buses to stop in one of the villages for a photo opportunity and a trip to a roadside kiosk for snacks and drinks.

The Rush brought hot dogs, hamburgers, potato chips and American soda to the picnic. The Russians served shashlik (marinated chunks of beef roasted on a spit) and other kinds of picnic food along with beer and homemade vodka.

Volleyball proved to be a universal sport as people from both nations joined in a few games.

The manager of the hot springs apologized to the group because the electricity was out in the area that day. The pumps that normally drew the water up from the springs to the pools couldn't do so, so the water was much cooler than normal — only about 80-85 degrees.

While the crew members who went to the picnic enjoyed the hot springs, members of the command visited the Border Guard headquarters in Petropavlovsk. They toured the facility and met to discuss the high-seas drift net patrol.



Seaman Sarah Domingo gives a tour of the Rush's bridge to enlisted sailors from the Dzerzhinsky.

"We took it as a good sign that we found no boats to board," Carpentier said, "although it would have been a good experience to do a boarding with a Russian team, just to learn how they do things."

Carpentier said he was unaware whether or not any similar patrols were planned in the future, but said that both the Russians and Americans were interested in exploring and expanding future cooperation in lifesaving as well as law enforcement.

Meanwhile, the picnicking Rush crew returned to Petropavlovsk late in the afternoon to do last-minute shopping and spend a last evening on the town. At the reception aboard the Rush that evening, the commanding officers of the two vessels exchanged gifts and wishes that cooperation between the two countries would continue. Rush cooks provided a cake with the crossed flags of the two countries and the word 'druzhba,' Russian for friendship.

When the Rush pulled away from Petropavlovsk the morning of June 15, it left behind the sun that had come out when it came into port. Likewise, many crew members left behind new friends and acquaintances, but they carried with them the memory of new experiences in an exotic place.

QM2 William Schara said, "I think that the best part of the whole thing was that we were able to go places and do things that were impossible five years ago." 🇺🇸

DRIFTER RUSH FOULS DRIFT NETTERS ON THE HIGH SEAS

By PAC Christopher E. Haley
Photos by SK2 Charles Crabb

“Women shi meiguo haian
jingweidui. Ting chuan.”

In Mandarin, the national language of China, this means, “this is the U.S. Coast Guard, you are ordered to halt your vessel.” According to Ensign Scott Smullin, of the Coast Guard Cutter Rush, this was broadcast from the Rush, to the crew of a fishing vessel suspected of using illegal drift nets about 600 miles north of Midway Island in mid-July.

The 160-foot, Lu Yan Bu 6006, did not comply. Instead, the vessel made attempts to out maneuver the cutter and flee. The Rush intercepted the vessel after transiting more than 1,900 miles from a patrol in Alaskan waters. The fishing vessel had been tracked by Coast Guard C-130 and Navy P-3 aircraft since a U.S. fishing vessel reported the illegal activity, July 13. The Rush tried to convince the ship’s captain to stop, while Department of State discussions between the U.S. and China deliberated the vessel’s ultimate fate.

Because of the distance involved, the Rush rendezvoused with the U.S. Naval ship Guadeloupe to take on fuel. By the time the Rush intercepted the vessel, all identifying markings were gone. The People’s Republic of China flag that had been flying was gone and the Chinese characters on the hull had been painted over. This was no longer a Chinese-flagged vessel, this was now determined to be a stateless vessel and was subject to U.S. jurisdiction. The Coast Guard no longer had to wait for a statement of no objection from the flag nation, it could proceed with the boarding.

The ship still refused to comply with orders given

in several Chinese dialects, by the Rush’s shiprider, Yu Hui, a fisheries agent for the People’s Republic of China’s Ministry of Agriculture. Hui was on board as part of an agreement between the two nations to eliminate the illegal use of drift nets on the high seas. As the days wore on and the voyage took them farther and farther from home, the Rush decided to implement a new plan. The vessels were now within 500 miles of Japan.

“We came up with the plan the night before,”





The Coast Guard Cutter Rush escorts the fishing vessel "Lu Yan Bu" to Guam.



The crew of the "Lu Yan Bu 6006" painted over all markings after the Coast Guard spotted it in the area of deployed drift nets.

Yu Hui, a fisheries agent for the People's Republic of China's Ministry of Agriculture, attempts to communicate with the suspect vessel.



said BM2 William S. Gibson. "But, I didn't know if it would work."

The 378-foot cutter launched its rigid hull inflatable, carrying 100 feet of mooring line with a floating fender attached to each end. The small boat sped up the starboard side of the fishing vessel and cut across the bow with only yards to spare.

"We had about half the line paid out as we ran up the side. I crossed the bow as close as I could and told the crew to pay out the rest," said Gibson. "I cut back on the vessel to keep the line as close to the boat as possible. I was trying to give it a good chance to foul the screws."

Gibson then directed the inflatable slowly down the port side, as the fishing vessel unwittingly plowed through the water and over the towing hawser.

The crew of the Rush lined the decks and shouted with joy as the hawser fouled the ship's screws, seizing the engines and causing a belch of black smoke to erupt from the stacks. The vessel was now stopped.

... the hawser fouled the ship's screws, seizing the engines and causing a belch of black smoke to erupt from the stacks.

"This made my career. I was a little bit scared, but it was worth it," said Gibson.

The ship's boarding team prepared to go on board. According to Ensign Richter L. Tipton jr., the boarding team officer, no one knew exactly what to expect. Hui had explained that this size of a vessel usually carried a crew of about 40, but no one had been visible on board the vessel. The only communication with the vessel had been negative replies to their orders to stop.

The team was shuttled across in Rush's motor surfboat. One by one, the team launched themselves out of the small boat and into the bow of the ship, through a cutout designed to retrieve drift nets.

"The deck was so covered with slime that the first three members slid clear across deck and back